Assistance Will Soon Be Necessary.

HIGHER RATES

Shippers Believe U. S. Aid Should Take Place of Increased Tariffs.

Second Despatch to THE SUN WASHINGTON NOV. 15 .- Railways of the United States have reached a point financing schemes may be necessary, as well as acceptable, according to Samuel Rea, president of the Pennsylvania. in answer to inquiries by Commissioners McChord and Anderson of the Inter-state Commerce Commission. Mr. Res to-day said that if the terms were fair he thought the railroads of the United States should accept an equipment loan by the United States Government. Clifford Thorne, counsel for many im-portant shippers, said that he believed it the proper solution for the railroad sit-nation. Mr. Rea testified, however, that nation. Mr. Rea testified, however, that should the money be forthcoming from the Government it ought not to affect the proposed 15 per cent. freight increase, while Mr. Thorne believed the crease, while Mr. Thorne believed the plan should be made effective in lieu of

Mr. Hea was at great pains to explain to the Commissioners that if the Government is convinced of the need of freight cars, probably 100,000 cars should be built, if the materials could be obtained at the Government prices now prevailing for structural steel, steel plates and other components of car

But Mr. Rea was most explicit in his explanations to the committee that it than a condition of depleted equipment generally which had created the more recent embarrassment of the rallways. He expressed the opinion that there was an even graver need for locomotives than for cars. The French and Russian Governments, he said, were taking practically the entire increased output of American locomotives, despite the speed-up in production. He called attention to the fact that although the Pennsylvania Railroad had orders for 100 locmotives these could not be obtained for at least a year. The contracts, he said, were for delivery in the latter part of

Ald Needed for Weaker Lines.

Mr. Rea expressed little fear that the Pennsylvania and other great and stand-ard lines of the United States would rematerial Government aid, but it was for the weaker lines that he thought Government aid might be necessary. It was apparent from Mr. Rea's ing of his answers to questions o the Commissioners and others who in-terrogated him that the suggestion of Government aid in a financial way had come to be seriously considered by the railway heads. The intimation as to the that the railways, while willing to avail rest in war time, were not desirous of lovernment loan, becoming a fixed factor in railway financing or of the tendency toward such practice for the future, after financial market conditions have once more declined to a point where borrowing by the common carrier cor-perations would be less difficult. He also said that he believed it would not be right to attempt bond flotation while Government was engaged in making

ering a question by Mr. Thorne Mr Rea testified that the Pennsylvania had been able to pay dividends and that eredit of the road was good, but led lat the Pennsylvania should not held as an example of many smaller

Confined to Eastern Roads.

The hearing was confined to Eastern reliroad officials, whom the shippers had asked to have called for cross-examination on testimony given at a previous hearing. Besides Mr. Rea, Howard Elliott of the New Haven and G. M. Shriber, Vice-president of the Bakimore and Ohio, here examined, and John Muir of the Reliway Juvestors League made a plea in favor of increased rates. The cross-examination of Mr. Elliott heighted that shippers' counsel would arms Monday that at least in the case

of the New Haven statements of earn-hes had been based on high capitaliza-After denying such was the case Elliott gave a detailed statement in outs to show that added revenue was eded by the New Haven, not on a basis of rapitalization of the system, but upon the book value of its lines.

Thorne indicated in his statement given out to-night that shippers' counsel would maintain that the Government should loan money for needed improve-ments and new equipment rather than to allow the railroads to forward new ruction and build equipment with

earnings.
Mr. Mulr said that investors who bought railway securities some months that many felt insecure under presen conditions of the roads, and said they here reasoning that if the railroad em-Playees could get increased wages by de-manding them at Washington the rail-foul executives should have the same success in efforts to increase rates.

HIGHER RATES ASKED.

Express Companies Want 10 Per Cent. Increase. WASHINGTON, Nov. 15 .- Express com

Patries to-day applied to the Interetate

panies to-day applied to the Interstate Commerce Commission for an increase of 10 per cent. In their rates.

The Adams, American, Southern and Wells Fargo companies, making the application in behalf of themselves and other express companies, set forth that they had suffered a net loss as the result of increases in operating expenses and taxes during the first six months of this Year.

The companies assert that they are carrying on greatly increased business "under the most trying conditions," and that their facilities are taxed far beyond their normal capacity. It is increasingly difficult, their application says, to obtain becassary labor, and because of the increasing demand for express and bagase cars for movement of troops and military supplies it has been impossible to obtain adequate equipment.

Frequent and substantial advances in wages, particularly to employees receiving lower rates of pay, are said to have

RAILROADS MAY ASK
GOVERNMENT LOANS

COVERNMENT LOANS

Samuel Rea Hints Financial

Samu

Present rates, the companies declare, "are insufficient for service under existing abnormal conditions, and do not proing abnormal conditions, and do not produce sufficient revenue to meet the actual operating expenses and taxes of your petitioners." They add that they are "not only unable to earn a reasonable or any return for their services to the public, but are doing business at an actual loss."

In support of this contention figures are cited to show that operating expenses and taxes of the four principal roads for the six months ended June 30, 1917, were \$99,653,848, and receipts were \$99.613,999. The deficit for July was estimated at more than \$250,000.

ROADS WON'T HAUL **500 COMMODITIES**

War Board Recommends to the Government a Ban on Non-Essentials.

same time the board put out a statement declaring the country's railroads
at the present rate of increase in traffic
will be unable to meet the demands that
will be made on them this winter.

"The board put out a statebusiness as of war" and the giant strides
made under the great leadership of the
President in mobilizing the business energies of the country are daily showing
the conviction in the hearts of the people
that nothing is worth while if it interfers with the presention of war or at the present rate of increase in traffic

The commodities included in the recthe fact," said the statement, written machine as it is getting under way. by Fairfax Harrison, chairman of the board, "that under the trying conditions

which will develop this winter it probably will become impossible for the carriers to handle all the traffic which the portati

ing those responsible for the railway's operation to anticipate that probably they will become unable to provide transportation for all the classes of commodities which they have been supported by the repairs, and the classes of commodities which they have been supported by the support of cars 779,000 cars could be added to they will become unable to provide transportation for all the classes of commodities which they have been moving. The time may almost be here when it will be necessary to distinguish in rail-

ment director of priority of transportation. A copy was turned over also to
Fuel Administrator Garfield, who is contemplating the curtailment of coal supplies to industries not necessary to the
public welfare. The list contains 450
commodities whose transportation it is
declared could be dispensed with without any great injectivements to the public and seventy-five which it is held the ment director of priority of transporta-tion. A copy was turned over also to Fuel Administrator Garfield, who is con-

total traffic moved in any year prior to 1904.

1904.

"Perhaps the most remarkable figures are those regarding the movement of coal. In the six months from May to October there were moved 150,000 more cars of anthracite than in the same cannot so 1916, an increase of 15 per cent., and 751,000 more cars of bituminous and lignite, also an 18 per cent.

The members of the armed guard are supposed to The Six.

Special Bespetch to The Six.

Special Bespetc

years ago and under conditions which materially prevent them from increasing their facilities. The railways this year had to handle the largest passenger business ever known. In addition they transported between August 1 and November 12 1,209,000 troops, involving the use of 2,750 special trains."

If the non-essential commodities are eliminated, says the statement, the railroads without doubt can move all commodities required by the Government for war curposes and by the people for sub-

war purposes and by the people for sub-

SUBMARINE CURBED, TAYLOR ANNOUNCES

Head of Society of Naval Architects Thinks Wood Ships Inferior.

"It is clear that the special efforts of the naval vessels of the Allies have succeeded in keeping within control the destruction by submarines," said Lieutenant-Commander Stevenson Taylor, U. S. N. R. F., president of the Society of Naval Architects and Marine Engineers, at the annual meeting of the

the Engineering Building, 29 West Thirty-ninth street, yesterday West Thirty-ninth street, yesterday.

Commander Stevenson said that the total production of merchant vessels in the shipyards of the world for 1917 will approximate \$,250,000 tons, almost as much as the production of the banner year, 1913, when there were launched about 3,300,000 registered tons. In November, 1916, the United States had about sixty-six shipyards, in twenty-seven of which wooden ships were built. At present the country has about 142

PUBLIC COOPERATION

Hale Holden, Member of War Board, Tells of Work Already Done by Roads.

MORE REVENUE NEEDED

Shows Need of Maintaining and Increasing Freight Carrying Facilities.

"'Business as usual' delays the 'bustness of war," was the message which

feres with, the proparation for war or ommendation were not made public.

"Both the public and the management of the railroads must courageously face the fact." said the statement written of the wheels for an instant of the great

Mr. Holden described the organiza-tion of the Railroads' War Board made necessary by the vital problem of trans-portation, and then outlined the achieve-ments already accomplished.

"The first action was expressed." he will be necessary to distinguish in railway transportation between things that
way transportation between things that
are essential and those that are not."

The list of commodities classed as
non-essential was made up by a/committee of railroad traffic officers at the
request of Robert S. Lovett, the Government director of priority of transportation. A copy was turned over also to

"Heavy leading of orar has expected."

Street was to be darkened, had an exbectant air as the clock face of lights at
the north end of Long Acre Square began to announce that 11 o'clock, the
hour for shutting off all electric displays
average loads is only 17 tons, indicating
that only 43 per cent of the box car
that only 43 per cent of the box car
that only 43 per cent of the box car
the fine that are not."

The theatres were spilling out their
copacity of the country had been used.

The theatres were spilling out their
copacity of the country had been used.

"Heavy leading of care has expected."

declared could be dispensed with without any great inconvenience to the public and seventy-five which it is held the
public could desipense with, but not without inconvenience.

The inability of the railroads to move
what will be offered them is due, the
statement points out, entirely to a tremendous increase in the volume of
freight and passenger traffic.

"Statistics just made available," says
the statement, "show that in the months
from April to August inclusive, the first
five months of the war, our railroads' appeal to the public
has met, he said, with generous coopera-

The railroads' appeal to the public has met, he said, with generous cooperafrom April to August inclusive, the first five months of the war, our railroads handled 16 per cent. more freight traffic than in the same months of 1916. The traffic handled in these five months was 50 per cent. greater than moved in the same months of 1915, and exceeded the total traffic moved in any 'year prior to 1904.

"Perhaps the most remarkable figures are those regarding the movement of "For the period of the war," he con-

"Unnecessary traffic must be reduced. Railroad energies can be conserved by not requiring them during the war to use men or materials or train service for unnecessary improvements.

"Passenger mileage of approximately 25,000,000 miles per annum has been withdrawn, but the passenger traffic of the country is heavier than ever before. Further reductions have not seemed possible, but we may predict that the public may natiently have to submit to fur-

sible, but we may predict that the pub-lic may patiently have to submit to fur-ther curtailment of passenger service and forego some of the comforts and conveniences which it now has. We must make greater use of waterways, electric lines and motor trucks wherever practical means can be developed to ac-complish this. Facilities must be in-creased and kept in repair.

"Plainly, in these times, the railroads must have more revenues. Hailroad expenses nowadays are an open book. I have faith that all of these things will be done because the measure of success in this wartime service to the Government will be that we do for it everything that patriotism and love of country can do."

There were addresses also by G. M. Freer, president of the league, and by Judge C. F. Moore on the general topic.

Acquitted of Ship Bomb Plot.

F. Moore on the general topic

of transportation conditions and neces-Yesterday the traffic league honored

'DIM' BROADWAY IS HARD TO LOCATE

Continued from First Page.

drill for the greater honor and glory of chewing gum, and the kitten in a wink had begun to tangle itself all up in its yarn, and the small boy began to suggest that it was time to re-tire with tires, and the diver over on Forty-second sireet near Sixth avenue began to drop in a flash of light from the rooftop into a sea of Turkish bath green buibs, and the fire flaw over the rustless corset, and each make of automobile yelled that it was better than all other makes and Broadway was itself again.

Wherefore, one instantly concluded, the keeping down of the advertising signs, which at first glapce seemed not to be missing at all, did make a difference.

Where Half Hours Are Long.

ness of war." was the message which Hale Holden, president of the C., B. & Q. Railroad, brought from the Railroads' War Board to the National Traffic Industrial League last night at the Waldorf-Astoria.

Mr. Holden is a member of the railroad division of the Council of National Defence, and his appearance at the banquet of the convention of traffic mannagers for commercial associations and enterprises was for the purpose of explaining in words of one syllable just what cooperation is necessary on the part of shippers and public to give the railroads of the United States that wartlime efficiency which is almost as essential as military attention. Washington, Nov. 15.—Denial of rall transportation to more than 500 commodities classed as non-essential was recommended to the Government to-day by the Railroad War Board. At the same time the classes as usual delays the standard. Business as usual delays the standard. Business as usual delays the elsewhere. The theatre men had been decided to call it a night and wander of to catch the last half of a regular show elsewhere. The theatre men had been led to believe also that the new light cutting order did not apply to signs "showing the name or kind of business conducted therein." And so they arrowed or many of them did that a show gued, or many of them did, that a show is a business and they let there be light. Broadway around 7:45 o'clock was in the automobile section, between the ex-treme northern end of Longacre Square and Columbus Circle. With the exception of scattering signs, a few of these in front of a few theatres and restau-rants, that part of Broadway was com-paratively dim until just before 8 P. M. And then suddenly the switches were and then suddenly the switches with turned on by the automobile folk and the wonders of super-sixteens and tires and trucks began to flash forth, with the big roof sign of the Winter Garden adding

suddenly to the electric crackle who a moment before had been blackne When the Gloom Settled. But the Broadway stroller, who did

Street was to be darkened, had an ex-

middle of their drill, the kitten gave up untangling itself as a bad job and went out, the re-tireing boy retired for good. And before 11:03 o'clock Broadway, save for the street lights and a few illuminaas free from illumination as a Maine woods trail on a moonless night. And the only lighting up thereafter along Broadway was done internally along the mahogany bars. mahogany bars.

After Mr. Rae had stated, in answer to a question of J. V. Norman, representing the Southern Hardwood Traffic Association, that the Pennsylvania had included war taxes in its statement of Present conditions, Mr. Norman asked:
"The railways still are moving a total freight traffic surpassing any ever before known, and it should be borne in mind that they are doing so with almost no greater facilities than they had two granted any one else"

"We should have fair returns," Mr. Rae answered.

Indicate the fight had to be moved to the National Acting any ever before known, and it should be borne in mind that they are doing so with almost no greater facilities than they had two years ago and under conditions which materially prevent them from increasing the fight had to be moved to the National duard camps.

"The railways still are moving a total freight traffic surpassing any ever before known, and it should be borne in mind that they are doing so with almost no greater facilities than they had two years ago and under conditions which materially prevent them from increasing the limited hours, and mangers say that they will not put the announced rule increase. A total of 115,000 carloads of the side to the National Army and National Guard camps.

"The railways still are moving a total freight had to be moving a total think they will and if we will do this I think they will and if we will do this I think they will and if we will do this I think they will and if they will and if the will do this I think they will and if the will do this I think they will and if the will do this I think they will and if the will do this I think they will and if the will do this I think they will and if the will do this I think they will and if the will do this I think they will and if the will do this I think they will and if the will do this I think they will and they water

Intion In Made.

DETROIT, Nov. 15.—Respecting the or-der of the United States Fuel Administration, which became effective to-night, Detroit's famed "great white way" put on its dimmers this evening during the restricted hours. Several of the thea-tres showed their willingness to conform Detroit's famed "great white way" Must Have More Revenues.

"Plainly, in these times, the railroads

> Charles W. Walnum, a young Norwegian who was charged with attempt-ing to conspire to place a bound aboard the United States transport Mercury when the ship lay at Robin's Dry Dock in Brooklyn, was acquitted yesterday. Judge Howe declared the evidence was insufficient. Walnum was a paintryman aboard Harry Payne Whitney's yacht

The Important Business

of making a will and securing it in a safe place, should not be delayed by any property-holding man or woman. The deplorable results of such carelessness are set forth in a concise and interesting manner in "The Will and The Way," an illustrated booklet recently published by this company. We will be pleased to mail you "The Will and The Way," free of charge, upon request. Send for it today. Address Dept. N.

Metropolitan Trust Company of the City of New York 60 Wall Street 716 Fifth Avenue

Member of Federal Reserve System

FOOD CONTROL MEN HERE MAY RESIGN His Brother Hippolito Also

National, State and City Officials Try to Patch Up Their Differences.

Food Administration officials in New York were kept busy yesterday trying to patch up the triangle of city, State and national supervision so that the three sides may remain in touch. Cheering announcements of cooperation, coordination and teamwork were handed out at the close of several star chamber conferences, but rumors of friction which may lead to resignations persisted. Unless a night's sleep calms the minds of some of the officials, several vacancies may be announced before the week ends.

The main conference of the day was held at the offices of John Mitchell, State Food Administrator. F. C. Walcott, representing Herbert C. Hoover, national administrator, met the members of the State commission and Dr. Henry Moskowitz, city Commissioner of Markets. At about the same hour Arthur Williams, Pederal administrator Arthur Williams. Federal administrator for the city, was in conference with John J. Dillon, State Commissioner of established there, according to this plan. **BANDITS SHOOT TWO**

John J. Dillon, State Commissioner of Food and Markets.

After the meeting in Mr. Mitchell's offices it was announced that a definite plan of cooperation between the State and city food control agencies had been agreed upon. Dr. Moskowitz was given initial jurisdiction over the management and operation of present markets, the buying and selling of fuel and food within the city, the operation of community kitchens within the city, and control of all plans which may arise for community feeding. All work in food conservation done by city departments is to be reported to the State Moskowitz.

lams's office;
"We have had a most satisfactor;

British patrol vessel rescued one pos-containing Capt. Eric Kokeritz, sixteer and his crew and his memors of the naval gun crew—Clife Boatswain's Mate Edward McCausland, W. B. Thompson, Thaddeus Fellows and William Eisenhardt, seamen, second class, and William Foulls, gunner's mate, second class. Two other boats, Admiral Sims is informed, reacted shore safely.

The Cantain reported that no submamahogany bars.

ST. LOUIS BLAZES AWAY.

The Capitain reported that no submate out for publication, a step that would was seen until the crew held left the ship. Then a U-best came to the surface, fired ten shots at the Rochester and signalled to two other submarines which alers, who are licensed by the Governover.

the Federal Administration Mr. Williams said he believed the sugar is on its way to the New York market. "Witham Foulis, gunner's mate, sec-ond class; mother, Sarah Grasswick, 479

Mr. Williams said the price of tuckeys

Whale Meat Growing in Favor.

Washington, Nov 15—Whale meat tags a chaffing dish, and Shark and porpoles skins as leather luxuries are growing in favor with the consuming public, according to the fisheries service and Jay. The appetite for whale is gaining ground, and 247,000 pounds of it was marketed by one North Pasific concern to the people of San Francisco and Seattle this year.

If you were a Cowpuncher

tive aid of a prompt and effi-

An unequalled laxative, and a Benuine curative

SIMS REPORTS TWO

LOST ON ROCHESTER

Oiler and Engineer Killed

When Torpedo Sank Ship.

WASHINGTON, Nov. 15 .- Second En-

gineer Sonday and an oiler named An-

derson were killed by the explosion of

the forpedo which sank the American

"A despatch from Admiral Sims states

of his crew and five members

Clay avenue, New York, "William F. Elsenhardt, scaman, sec-ond class; New Orleans.

cient laxative like

doing your twelve hours in the saddle daily - constipation and yourself would be strangers. Most of us, however, need the elimina-

ments is to be reported to the State commission through the office of Dr.

Statement by Food Comptroller. As a result of the meeting of Mr. Williams and Mr. Dillon the following statement was given out by Mr. Will-

interview with Mr. Dillon and found him interesting and helpful. He ex-plained the attitude of the farmer and we believe it to be a conservative one. our opinion that Mr. Williams and Mr. Dillor, will get along spiendidly. Mr. Williams understands Mr. Dillon's point of view and Mr. Dillon has been as-sured that his assistance will always

be cordially received."

Mr. Williams in an interview said he
was ready to resign his post if such action would result in greater coordination. between the various food control officials. He said: "I hope the period of conferences, which has been rather extended, the torpedo which sank the American steamship Rochester November 2. The Navy Department to-day issued this statement:

Is drawing to an end and the time for constructive activity will soon be here. We hope to bring about definite accomproviding foods for the markets. Defi-nite improvements in conditions have already been accomplished. Through the efforts of Mr. Hoover flour is now when the steamship Rochester was tor-pedoed and sunk November 2 forty-seven of the crew and armed guard exaped in three boats. Second Engineer Sondau and Oiler Anderson were killed selling at \$11.20 a barrel. It was \$17 a barrel a short time ago. In war times one would not be surprised if flour were selling at \$30 a barrel.

in dealing with the retailers who sell at advanced prices and who do not come under the law fixing prices for firms doing \$100,000 worth of business a year. of merchant. One is to give his name containing \$4,700. It is believed Galicout for publication, a step that would was killed by one of his companions, as ruin him. The other method would be the posse had fired no shots until that

salers, who are ilcensed by the Governn sight.
The members of the armed guard are

We also must find a means by which a tree. He was ordered to descend, and

The Franklin Shoe for Men Costs Only

But it is more than a \$7 Shoe



A solid, substantial shoe, full of service, satisfaction, sanity and style.

And there are 26 designs, so that if you are looking for latitude in lasts and leathers you can get it in the Franklin.

Tan, Mahogany and Black Russia Calf: Ko-Ko Calf and Patent Leather

Men's Shoe Shop - 2 West 38th Street Separate Shop on Street Level Franklin Simon & Co.

FIFTH AVENUE

WHEN OJINAGA FELL IMPRISONED SUFFS VILLA IN COMMAND ON HUNGER STRIKE Joined in the Attack.

to Presidio for treatment.

Col. Trillo denied the execution of prisoners. He said one Federal Colonel who was wounded last night had been given the liberty of the town pending the removal of wounded prisoners to the American side.

Villa's losses were comparatively

IN PAYROLL HOLDUP

Take \$17,000 After Killing

Guard and Wounding

Superintendent.

New Castle, Pa., Nov. 15.—Four bandits to-day at noon held up an automobile containing A. D. Farrell, superintendent of the W. G. Johnson Lime-

stone Company, and two employees and after shooting to death one of the em-ployees, Tony Sack, and wounding Far-rell, escaped with \$17,000 in pay roll

Johnson Company's employees.

killed by one of the first shots fired, while George McBride, the third mem-ber of the party, escaped uninjured by dropping to the floor of the machine.

drove to Hillsville with Sack's body and

Within 200 yards of the spot where

the holdup occurred a body was found. In the hands of the man, who was later identified as Mat Galic, address un-

known, was one of the envelope boxes

PRESIDIO, Tex., Nov. 15.—Francisco Villa is in personal command of the Villa troops now occupying Ojinaga, according to Col. Miguel Trillo, Villa's personal secretary, who talked to the Associated Press correspondent at noon to-fix at the main Ojinaga ford. He said Villa made a trip of inspection of the country in the vicinity of Ojinaga and would return to-night. Col. Trillo also said Hipolito Villa was in Ojinaga with his notorious brother, having crossed from the United States more than a week ago.

Twenty-four Federal and Villa wounded are now in Ojinaga, and personal development of the country in the vicinity of Ojinaga and personal development of the country in the vicinity of Ojinaga and would return to-night. Col. Trillo also said Hipolito Villa was in Ojinaga with his notorious brother, having crossed from the United States more than a week ago.

Twenty-one Militants at Occoquan Refuse Food When Demands Are Denied.

Special Despatch to The Scr.

WASHINGTON, Nov. 15.—The thirty-one suffragists sentenced yesterday to the Occoquan Workhouse by Judge Mullow-ney for picketing the White House have started a hunger strike. Immediately upon their arrival the suffragists, through Mrs. John Winters Brennan of through Mrs. John Winters Brennan of New York, their spokeswoman, demanded the status of political prisoners and an-nounced that unless rights and privileges, such as wearing their own ap-parel, buying their own food and other "jail courtesies," ordinarily accorded po-litical prisoners, were granted to them they would refuse all food.

light, according to Capt. Jose Maria Jaurette of Villa's General Staff, who accompanied Villa's secretary to the In pursuance of their announced intention the suffragists refused supper. They were immediately held to be recal-citrant and ordered from their ordinary A dead Federal officer was seen on the They were immediately held to b A dead Federal officer was seen on the Mexican side of the river to-day. Juarez is Francisco Villa's next bor-der objective, after which a general at-tack on Chihuahua City, the State cap-ital is scheduled, according to plans replace of confinement to the "punishment cells." There they remained through to-Emissaries from the Woman's day.

The Woman's party leaders in Wash-ington learned of the plight of the jailed pickets from the Occoquan authorities, but when emissaries reached Occoquan they were informed by a subordinate of Superintendent Whittaker that orders Superintendent Whittaker that orders had been received by telegraph from District Commissioner Brownlow that none of the prisoners was to see any visitors. The visitors from Washington were told of the conditions imposed by the prisoners and of the refusal of Superintendent Whittaker to be bound by them and of the consequent application of numitive measures. of nunitive measures.

This is the first occasion when pris-oners at Occoquan have attempted a hunger strike. The results of hunger striking at the District jail, where Miss Alice Paul and Miss Rose Winslow have refused to eat for Lore than a week, have not been encouraging to the suffragists. The jail authorities have evidenced a determination to proceed with forcible feeding, and according to

reil, escaped with \$17,000 in pay roll envelopes. Late to-day a posse found one of the holdup men dead in a clump of bushes near the scene of the crime and shot another of the bandits who had concealed himself in a tree about a mile from the robbery. In the possession of the two bandits was \$9,700 of the money taken from the Farrell automobile.

The superintendent's party was fired.

The superintendent's party was fired for sixty-seven hours. It is the usual The superintendent's party was fired upon while passing along a lonely road practice of the jail authorities to perten miles west of this city as the party was en route to Hillsville to pay the eight hours before attempting the food bandits, it is said, opened fire as they near t ran into the road. Farrell, who was driving, was hit by a bullet and the machine ran into a ditch. Sack was who li tempt to feed them was made. Kate Heffelfinger of Shamokin, Kate Heffelfinger of Shamokin, Pa., who is serving a sentence and who began her hunger strike sixty-seven hours ago, was forcibly fed to-night.

PINCHOT QUITS FOOD BOARD.

Differed With Hoover's Organisation Over Ment Question.

The four men, according to McBride, rushed to the automobile and, each taking one of the four boxes of pay envelopes, escaped through the bushes.

McBride righted the automobile and Washington, Nov. 15 -Resignations of Gifford Pinchot and E. C. Lassater, a Texas cattle grower, have been accepted as members of the Food Administration's organization. They have been serving as voluntary aids to Food from the company's quarries took up the search for the four men. The posse was foined soon by New Castle police and members of the Pennsylvania stabulary. Administrator Hoover.

Mr. Pinchot and Mr. Lassater resigned, it was said, at the Food Administration to-day, because they differed with administration officials as to how the meat situation should be handled. try be taken over and operated by the Government and that the cottonseed crop be taken so that cottonseed meal cake could be sold to cattle growers at

Saks Winter Suits and Overcoats for Men at \$23 and \$25

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To offer something unusual, something distinctive in a suit or an overcoat at a popular price at this time is anything but a simple matter, but the Saks selections in both models and woolens this season are as distinctive as ever. In fact,

Our popular priced overcoats were never shown in greater variety!

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Among our present extensive assortments:

Overcoats

in Fly-Front, button through, and doublebreasted models-following the figure closely, or draping gracefully from the shoulders, and in tiptop military effects.

Suits in two and three button

single-breasters, and in double - breasted models that exhibit more variations in lapels, cuffs and pockets than can be seen in any other popular price clothes.

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Broadway at 34th Street